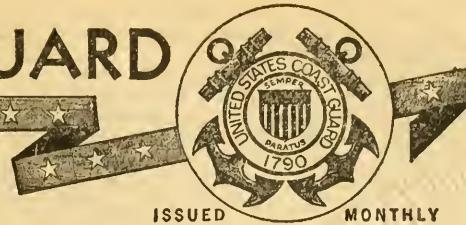


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COAST GUARD

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CUTTERS AND C. G. AUXILIARY BOATS PATROL PRESIDENT'S CUP REGATTA

Twelve Coast Guard vessels and 9 craft belonging to members of the Coast Guard Auxiliary patrolled the course of the President's Cup Regatta held in the Potomac River off the city of Washington on September 20-22. Prior to the events, the Cutter *Mistletoe* placed a number of special buoys for the races, and a special telephone and communications cable was laid from the station occupied by the Cutter *Dione* to the shore. Race officials were accommodated aboard the *Dione*.

COAST GUARD TO ASSIST IN NAVY DAY MEMORIAL FLOWER SERVICES

Units of the Coast Guard are to cooperate to the fullest practicable extent in the Navy Day Memorial Services to be held throughout the country on October 27. Thirty-two ports have been designated by the Secretary of the Navy from which flowers will be scattered on the waters as a tribute to men in all the services who lost their lives at sea in the defense of the United States.

The letter of the Secretary of the Navy regarding Sunday memorial flower services reads in part as follows: It is the Navy's desire again this year to designate a special day of tribute to the men in all the services who have lost their lives at sea in the defense of the United States. Therefore, special Sunday memorial flower services will be held on Navy Day, October 27, at which time the Navy will scatter flowers upon the waters throughout the world—tra-

ditional ceremony for honoring those who lost their lives at sea—to express the sentiments of a deeply grateful Nation.

So that the people of America may pay homage to our honored dead, I hereby designate the following ports on the continent and in our territories and dependencies to which a flower may be sent for transport to sea on October 27.

Portland, Maine; Boston, Mass.; New London, Conn.; New York, N. Y.; Philadelphia, Pa.; Baltimore, Md.; Washington, D. C.; Norfolk, Va.; Corpus Christi, Tex.; Charleston, S. C.; San Diego, Terminal Island (Los Angeles Area), San Francisco, Calif.; Portland, Oreg.; Wilmington (or Cherry Point), N. C.; Anchorage, Dutch Harbor, Alaska; Savannah, Ga.; Miami, Tampa, Jacksonville, Pensacola, Fla.; Mobile, Ala.; Chicago (for Great Lakes area), Ill.; Guam; Honolulu or Pearl Harbor; Manila; Pango Pango, Samoa; St. Thomas, San Juan, P. R.; Balboa, C. Z.; Seattle, Wash.

Units of the Coast Guard will participate and assist in these observances where this is practicable.

LORAN STATION ON IWA JIMA IS HEAVILY DAMAGED IN TYPHOON

The double master Loran station on Iwo Jima, built by the Coast Guard in 1945 as a part of the Japan Loran chain, was heavily damaged by a typhoon on August 15. The main antenna was blown down, and the equipment and galley huts were damaged and soaked by salt water. Loran serv-

C. G. Distribution : A, B, C, D, E, and List 102.

¹ Published with the approval of the Director of the Budget.

ice and radio communication was stopped, and the date when this will be resumed is indefinite.

The Japan Loran chain was built by Coast Guard Construction Detachment "C." The Iwo Jima Station, known as Unit 348, was actually not on Iwo Jima, but on a very small rocky island known as Kangoku Iwa, situated 1½ miles southwest of the larger island. This island is only about 1,000 feet long, with a maximum width of 200 feet. Its highest point is only 25 feet above sea level.

The Okinawa station of this same Loran chain was caught in the typhoon of October 1945, and seriously damaged.

TO MAKE TESTS OF NEW TYPE OF ELECTRONIC FOG SIGNAL NEAR CAPE HENRY

A service test of a new type of electronic fog signal is soon to be made, as a means of determining the characteristics of such a signal as compared with equipment now in use. The fog signal to be placed under test has been developed by the Coast Guard and built by the Radio Corporation of America. It consists essentially of 180 reproducers mounted on a 5-sided steel structure and fed by 3 thyratron inverters, each inverter being driven by an oscillator working on a different frequency. The 3 frequencies used are 700, 735, and 885 cycles per second.

For purposes of the test, the new fog signal will be installed aboard a tender class cutter which will take up a position in the vicinity of Chesapeake Lightship, off the entrance to Chesapeake Bay. In the tests, both the diaphone permanently installed on the lightship and diaphragm type signals (tyfons) to be temporarily installed on the lightship, will be compared with the new electronic signal.

Observations of the signals will include maximum distances to which the signals can be heard with the wind in various quarters, volume of sound at various distances, and occurrence of "dead spots." The ability of the new type signal to lend itself to accurate and clear-cut coding or timing of the blasts will also be observed.

One of the advantages sought in the consideration of new types of fog signal is a sound-producing device not requiring the comparatively heavy equipment such as air compressors and air tanks necessary with most types of compressed air fog signal.

The tests of the fog signal just constructed are a part of a developmental program which was originated in the former Lighthouse Service, and which the Coast Guard has continued since 1939. Aim of this program is to develop a fog signal producing a distinctive sound, and one the direction of which is readily apparent. The use of three sound frequencies has been found to produce a sound which carries well to medium distances, and which is distinctive and readily identified. A large number of sound producers, rather than a much smaller number, is making it possible to better control the direction of the sound propagation. Where most fog signals propagate sound in a series of concentric circles, the "aiming" of the smaller sound producers confines the sound waves into a pattern similar to that of a fixed lens, the waves being directed to the horizon and not down toward the water or up into the sky.

Upon the completion of the tests at the lightship, further tests of the new signal will be made at the Cape Henry fog signal testing laboratory, nearby. Here experiments will be made on the possibilities of directing the sound in a single direction only, the opposite problem of that of a lightship installation where the sound must reach to all points of the compass.

FORMER GERMAN TRAINING SHIP NOW IS THE COAST GUARD CUTTER "EAGLE"

The former German Bark *Horst Wessel*, built as a training vessel for officers and petty officers of the German navy, is now at the Coast Guard Academy, New London, Conn., where she had been assigned for training purposes. The vessel, now the Coast Guard Cutter *Eagle*, was commissioned in Germany, after necessary repairs had been made, and set sail for the United States with a crew consisting of Coast Guardsmen and German sailors who had been trained on the vessel.

The *Horst Wessel*, which was commissioned by the Germans in September 1936, was used during the war principally in Baltic waters.

PARTICULARS OF THE "EAGLE"

Name: *Eagle*, German name: *Horst Wessel*.

Type: Bark.

Motor: Diesel, 750 hp., 8 cylinders.

Average speed: 10 knots.

Length, overall: 89.6 meters.
 Length, waterline: 83.3 meters.
 Beam: 12 meters.
 Foremast: 45.5 meters.
 Mainmast: 45.4 meters.
 Mizzenmast: 40 meters.
 Sails: 23.
 Area of sails: 1,974 square meters.
 Tonnage: 1,755 metric tons.
 Keel laid: February 1936.
 Launched: June 1936 (commissioned by Germans Sept. 1936).

NANTUCKET LIGHTSHIP STATION IS MOVED TO AVOID SUNKEN WRECK

The permanent station of Nantucket Lightship, marking the approaches to the port of New York, has been moved 1 mile, 270°, this change taking place about October 10. The ship was moved in order to prevent its moorings becoming fouled in the sunken wreck of *Lightship No. 117*, which sank on the station as a result of a collision with a large passenger liner on May 15, 1934.

The Nantucket Shoals were first marked in 1854, when a lightship was placed about 19 miles from Nantucket Island, near Davis South Shoal. This lightship station has been moved several times, always, with the exception of the present move, southerly or southeasterly, and farther off the shoals. In 1884 it was moved 2½ miles; in 1892, 10 miles, and in 1896, 17 miles. Its present location is more than twice the original distance from Nantucket Island.

PACIFIC LANDINGS VOLUME OF WAR HISTORIES IS PUBLISHED

"Pacific Landings," one of the volumes in the historical series known as "The Coast Guard at War" has just made its appearance, being a volume of 292 pages and many illustrations. This is a preliminary edition prepared by the Historical Section of Headquarters Public Information Division, designed for service distribution.

The volume is a condensed account of the war in the Pacific, describing in chronological order the various operations in which Coast Guard manned vessels, Coast Guard units, or Coast Guard personnel participated. To those who were in the various engagements, it presents an over-all picture of the military planning, with which they were probably not completely familiar at the time.

Beginning with the Solomons operations, the various chapters deal with Guadalcanal, the New Georgia Group, Finschhafen, Bougainville, Makin, Tarawa, Kwajalein, Majuro, Eniwetok, Los Negros, Saipan, Guam, Tinian, Morotai, and many other landings up to the invasion of the Philippines. The Philippine operations are next described, and then follows a detailed account of Iwo Jima and Okinawa. The account ends with description of the landings on the main islands of Japan.

Appendices list the operations in which Coast Guard wholly or partly manned vessels participated, Coast Guard manned ships entitled to operation and engagement stars (Asiatic and Pacific area), Coast Guardsmen decorated (Pacific area), symbols of United States Navy ships, and designations of United States Naval aircraft.

Another volume of the war histories just completed is "North African Landings". This volume, in accordance with its title, covers the actions following the arrival of United States forces in North Africa, the United States objectives, and the French situation in North Africa. As this is primarily a history of the Coast Guard, emphasis is placed upon the actions of the *Dickman*, the *Leonard Wood*, and the *Samuel Chase*, and the operations off Fedala, the Algerian expedition, and the operations in Oran.

An appendix tabulates the operations in which Coast Guard partly or fully manned vessels participated, and another includes the citations and awards to Coast Guard personnel for services in the North African area.

AUXILIARISTS OF SOUTH CAROLINA ARE SUCCESSFUL IN SEARCH

An outstanding example of the value of the Coast Guard Auxiliary as an adjunct of the regular Coast Guard was demonstrated recently in South Carolina, when aviator members of the Auxiliary joined in a search for four missing persons. Two young men and two girls had left Sullivan's Island, just outside Charleston for a sailboat trip. Evidently passing south along the coast for several miles and having their boat upset, when the two girls at least were drowned, they were unheard from for several days.

When the search for the missing group was initiated, members of the Coast Guard Auxiliary, in planes and small boats, set out, along with others.

Auxiliarists were the first to reach the scene, 65 miles from Charleston, where two bodies were found and where the beached boat was also discovered. They most effectively supplemented the search activities of the regular service.

COAST GUARD PUBLISHES NEW PAMPHLET ON RESUSCITA- TION METHODS

The new edition of the pamphlet "Methods of Artificial Respiration," which contains a description of all the resuscitation methods employed by the service, has been issued and is now available for distribution. This illustrated pamphlet of 10 printed pages, described the Howard-Sylvester method, the Schaefer method, and the Eve method of artificial respiration in a single publication.

As stated in the foreword of the new pamphlet, each of the 3 methods of resuscitation have been found to have merit. The Howard-Sylvester method is the oldest method employed by the Coast Guard, being used where sufficient personnel are available. The Schaefer method is used where one person must work alone. The Eve method is the latest approved method, but requires some equipment.

Copies will be sold to the public by the Superintendent of Documents, Government Printing Office, Washington 25, D. C. for 10 cents a copy.

CHANGES IN VESSEL STATIONS

Changes have been made in the permanent station of the following vessels:

Iroquois (WPG-43) from Honolulu, T. H., to Seattle, Wash.

Modoc (WPG-46) from Boston, Mass., to Wilmington, N. C.

Winona (WPG-65) just commissioned, assigned to Seattle, Wash.

Cartigan (WSC-132) from Stapleton, Staten Island, N. Y., to Buffalo, N. Y.

Active (WSC-125) from Boston, Mass., to Alpena, Mich.

Clover (WAGL-292) from Kodiak, Alaska, to Dutch Harbor, Alaska.

Reliance (WSC-180) from Honolulu, T. H., to Cordova, Alaska.

Basswood (WAGL-388) from San Francisco, Calif., to Honolulu, T. H.

Buttonwood (WAGL-306) from San Francisco, Calif., to Honolulu, T. H.

Bramble (WAGL-392) from San Francisco, Calif., to Honolulu, T. H.

Sassafras (WAGL-401) from San Francisco, Calif., to Honolulu, T. H.

Redbud (WAGL-398) from Miami, Fla., to Honolulu, T. H.

Nettle (WAK-169) nonassigned, to Honolulu, T. H.

Trillium (WAK-170) nonassigned; to Honolulu, T. H.

Spruce (WAK-246) nonassigned, to Honolulu, T. H.

LAST OF PATROL FRIGATES ARE DECOMMISSIONED

All patrol frigates assigned to the Coast Guard for operation during the war have now been decommissioned or are in process of being decommissioned. Six of these vessels were placed out of service on the dates indicated below, while the remaining vessels were to be placed in this status on or before September 30.

Forsyth (WPF-102), decommissioned at New Orleans August 2.

Moberly (WPF-63), decommissioned at Seattle August 12.

Millidgeville (WPF-94), decommissioned at New Orleans August 16.

Sheboygan (WPF-57), decommissioned at New Orleans August 9.

Bangor (WPF-16), Decommissioned at Bremerton August 16.

Groton (WPF-29), decommissioned at New Orleans August 29.

MARINERS' MUSEUM ISSUES CATALOGUE OF SPECIAL COAST GUARD EXHIBIT

An exhibit at the Mariners' Museum, Newport News, Va., which is to continue through this fall and winter, is devoted to material relating to lighthouses, lightships, vessels, and life-saving equipment from ancient to modern times. This material includes lenses and lighting apparatus, ship and other models, and paintings and other illustrations, much of which were acquired by the museum through the cooperation of the Coast Guard.

In connection with this special exhibit, the Mariners' Museum has published an illustrated catalogue of 54 pages. This catalogue describes 135 of the items in the display, and also includes a list of books on the subject which are in the Museum's library.

Life-saving equipment on display includes a breeches buoy cart of early design, once used near Grand Haven, Mich.; 3 Francis life cars of different types, from stations along the New Jersey coast; a model of a lifeboat of the Royal National (British) Lifeboat Institution; and a surfboat of 1888 from Hull, Mass.

Lighthouse material includes a number of lenses of various types and sizes, several early kerosene oil burning lamps; models of several lighthouse tenders and lightships, including a full rigged model of Five Fathom Bank Lightship (No. 40); and models of several lighthouses.

RADIO BROADCAST DESCRIBES PROGRESS WITH RADAR AS AID TO SAFETY AT SEA

A recent overseas radio broadcast by the State Department, prepared by the Electronics Division at Coast Guard Headquarters, outlined the present position of radar as a device for the promotion of safety of life and property at sea. The substance of this broadcast follows:

Considerable progress has been made in the United States, in the application of certain former military devices to promote safety of life and property at sea. Among these devices, radar is probably receiving the most attention as it has immediate application by the mariner in safely navigating his ship.

Several of the major producers of electronic equipment, now have models of marine radars undergoing operational trials. These radars generally, embody the best features of military radar and, if properly used, will in fact reduce the risk of collision at sea caused by poor visibility, and at the same time offer valuable assistance to the mariner in navigating his ship in pilotage and coastal waters. Trial installations have been made on many classes of vessels, ranging from ferry boats to large passenger liners. Some manufacturing companies are fabricating production model radars.

The evaluation of radar and the various types of shipborne equipment for application to the specialized navigation and anticolision problems of the Great Lakes is well advanced. At present, five companies have installed their marine radars on five different ships. The sixth radar will be installed within the next 2 weeks. This project, conceived over 12 months ago, by the Lake Carriers Association is under that organization's management. At frequent intervals, meetings are held to discuss the progress being made, to devise uniform methods of obtaining data, to determine what steps should be taken next, and to serve as a general clearing house for discussions between the masters of the vessels, the different

manufacturers representatives, association officials, and representatives of the Coast Guard and Federal Communications Commission.

Masters of merchant ships equipped with radar have made such comments as: "In the first few minutes of operation, I became convinced that radar would have a definite place in navigation. The most comforting feeling for a navigator is when he hears a fog signal ahead, and can definitely establish the bearing and range of the ship sounding this fog whistle. I would like to state that radar is not a cure-all."

The Coast Guard has made a study of the use of radar in the detection of floating ice. The general results indicate that ice is a relatively poor target and that lumps of sufficient size to do serious damage to a vessel may go undetected, principally due to sea return on both 3 and 10 cm. radars.

The United States Coast Guard by virtue of its close association with the maritime world, in performing the functions of saving life and property at sea, and maintaining and operating aids to navigation, is especially interested in the development and application of radar for use at sea. In furtherance of this, the Coast Guard, due to its extensive radar operating experience and studies, with the approval of the United States Navy Department, issued a set of advisory minimum specifications for merchant marine radar installations. These briefs were formulated only after careful study of Coast Guard, Navy, and Radiation Laboratory data, and after consultations with radar manufacturers and representatives of the maritime industry. The first set of advisory specifications was issued in November 1945. Since that time, additional information has been accumulated, progress has been made in the art of radar and an International Conference on Radio Aids to Marine Navigation was held in London. Accordingly, a revised set of Advisory Radar specifications are now being issued.

Another important wartime electronic device, to assist the navigator in determining his position at long ranges under adverse conditions, is "Loran," a distant relative of radar. A number of transocean and coastwise ships and overseas planes are now equipped with Loran receivers. Reports from the users indicate that very satisfactory results are being obtained. Loran service jointly provided by the United States, Canada, and Great Britain now

covers the major shipping lanes in the North Atlantic and the Pacific Ocean areas.

Radar promises to be one of the most important single, safety features ever put to use on merchant ships, providing it is properly used with full knowledge of its limitations. As time goes by, it can reasonably be expected that radar scopes on bridges of ships will be as common a sight as the gyrocompass.

MERCHANT MARINE COUNCIL AMENDS LAKES DANGER AND OVERTAKING SIGNALS

The Merchant Marine Council, of the Coast Guard, after extended hearings, has amended the Pilot Rules for the Great Lakes, prescribing the sounding of danger signals, and the sounding of signals for overtaking.

Section 322.2 is amended to read as follows:

"Danger Signal.—If, when steamers are approaching each other, the pilot of either vessel fails to understand the course or intention of the other, whether from signals being given or answered erroneously or from other causes, the pilot so in doubt shall immediately signify the same by giving the danger signal of several short and rapid blasts of the whistle, not less than FIVE; and if both vessels shall have approached within half a mile of each other, both shall be immediately slowed to a speed barely sufficient for steerageway, and, if necessary, stopped and reversed, until the proper signals are given, answered, and understood, or until the vessels shall have passed each other."

Section 322.8 is amended to read as follows:

"Vessels running in same direction; signals for overtaking.—When steam vessels are running in the same direction, and the vessel which is astern shall desire to pass on the right or starboard hand of the vessel ahead, she shall give one short blast of the steam whistle, as a signal of such desire, and if the vessel ahead answers with one blast, she shall direct her course to starboard; or if she shall desire to pass on the left or port-side of the vessel ahead, she shall give two short blasts of the steam whistle as a signal of such desire, and if the vessel ahead answers with two blasts, shall direct her course to port; or if the vessel ahead does not think it safe for the vessel astern to attempt to pass at that

point, she shall immediately signify the same by giving several short and rapid blasts of the steam whistle, not less than FIVE, and under no circumstances shall the vessel astern attempt to pass the vessel ahead until such time as they have reached a point where it can be safely done, when said vessel ahead shall signify her willingness by blowing the proper signals. The vessel ahead shall in no case attempt to cross the bow or crowd the course of the passing vessel.

PAMPHLET ELECTRONIC NAVI- GATIONAL AIDS TO APPEAR IN REVISED FORM

A compilation of advisory minimum specifications for navigational radars has been made by the Electronics Engineering Division at Coast Guard Headquarters and will be ready for distribution shortly. This revises the original Coast Guard specification briefs dated November 1945, entitled "Electronic Navigational Aids," and will be printed as "Supplement No. 1."

"Supplement No. 1" is more technical in nature than its antecedent, and is narrowed to the one subject, commercial navigational radar. It is believed to be of primary use to navigational radar manufacturers, shipyards installing marine radar, merchant ship operators and those mariners normally charged with navigating responsibilities. However, the pamphlet will be available to all others who have a professional, or student, interest in the subject.

The revised advisory specifications are intended for use solely as a guide in coordinating the thinking in regard to commercial navigational radar. The specifications do not restrict or limit, but in fact, encourage, improvements or innovations in the art of microwave detection. Such specifications are purely suggestive and have no relation to other merchant vessel equipment required by the Coast Guard.

Following a general discussion of radar frequencies, range scales, antenna beam width, polarization and future modifications, there are four briefs outlining features pertaining to operational requirements, performance, indication and data output, antenna, transmitter, receiver, power supply, construction and installation, and other pertinent matters.

**INFORMATION ON VOTING
BY MILITARY PERSONNEL**

Information received from secretaries of state indicate general elections are to be held in the following States on 5 November 1946. Maine's general election will be held on 9 September 1946. Standard Form No. 76 or USWBC Form

No. 1, Postcard Application for Ballot, may be used by service personnel for obtaining an absentee ballot from all these States (except Montana) and will be accepted at any time unless otherwise indicated below. Voting instructions are contained in Personnel Circular No. 21-46.

State	Officers to be elected	Earliest date State will mail ballot	Last day ballot may be received back to be counted
Alabama-----	F. S-----	7 Sept. 1946-----	5 Nov. 1946.
Arizona-----	F. S. L-----	5 Sept. 1946-----	5 Nov. 1946.
Arkansas-----	F. S. L-----	Any time-----	5 Nov. 1946.
Colorado-----	F. S. L ¹ -----	24 Sept. 1946-----	20 Nov. 1946.
Connecticut-----	F. S. L ¹ -----	Any time-----	4 Nov. 1946 (6 p. m.).
Delaware-----	F. S. L ¹ -----	7 Sept. 1946-----	5 Nov. 1946 (noon).
Idaho-----	F. S ¹ -----		4 Nov. 1946.
Illinois-----	F. S ¹ -----	21 Sept. 1946-----	5 Nov. 1946.
Kansas-----	F. S. L ¹ -----	5 Sept. 1946-----	2 Nov. 1946.
Louisiana-----	F. L-----	When printed-----	5 Nov. 1946.
Maryland-----	F. S. L ¹ -----	Any time-----	5 Nov. 1946.
Michigan-----	F. S. L ¹ -----	6 Aug. 1946-----	5 Nov. 1946.
Minnesota-----	S ¹ -----	Any time-----	5 Nov. 1946.
Missouri-----	F. S. L-----	6 Sept. 1946-----	5 Nov. 1946 (6 p. m.).
Montana-----	F. S ¹ -----	When printed-----	5 Nov. 1946 (6 p. m.).
Nebraska-----	F. S. L-----	26 Sept. 1946-----	28 Nov. 1946 (10 a. m.).
New Hampshire-----	F. S. L ¹ -----	1 Sept. 1946-----	5 Nov. 1946.
New Mexico-----	F ¹ -----	Any time-----	4 Nov. 1946 (noon).
New York-----	F. S. L-----	20 Sept. 1946-----	4 Nov. 1946 (noon).
Ohio-----	F. S. L ¹ -----	6 Sept. 1946-----	5 Nov. 1946 (noon).
Oklahoma-----	F. S. L ¹ -----	1 Sept. 1946-----	5 Nov. 1946 (7 p. m.).
Oregon-----	F. S. L ¹ -----	10 Sept. 1946-----	30 Oct. 1946.
Rhode Island-----	F. S. L ¹ -----		
South Carolina-----	F. S. L-----		
South Dakota-----	F. S. L ¹ -----		
Tennessee-----	F. S ¹ -----	21 Sept. 1946-----	5 Nov. 1946.
Texas-----	S. L ¹ -----	When ready-----	1 Nov. 1946.
Utah-----	F. S. L ¹ -----	1 Sept. 1946-----	5 Nov. 1946.
Vermont-----	F. S. L ¹ -----	17 Sept. 1946-----	5 Nov. 1946.
Virginia-----	F-----	27 Aug. 1946-----	5 Nov. 1946.
Washington-----	F. S. L-----	21 Sept. 1946-----	23 Nov. 1946.
West Virginia-----	F. S. L ¹ -----		5 Nov. 1946.
Wisconsin-----	F. S. L-----	18 Sept. 1946-----	5 Nov. 1946.
Wyoming-----	F. S. L ¹ -----	When printed-----	5 Nov. 1946 (7 p. m.).

F—Federal

S—State

L—Local

¹ Classes of absentees who may vote in addition to service personnel include: (1) Merchant Marine; (2) American Red Cross; (3) Society of Friends; (4) United Service Organizations.

ALABAMA.—State will not mail ballot sooner than 20 days before election for all nonservice personnel. Service personnel are exempt from the poll tax and may vote by an absentee ballot if registered. Members of the Merchant Marine and civilians outside of the United States who are officially attached to and serving with the armed forces of the United States, who are

registered and have paid their poll tax may vote by absentee ballot, the postcard form being accepted as an application.

ARIZONA.—Merchant Marine personnel may similarly vote absentee.

ARKANSAS.—Constitutional amendments or other proposals to be voted upon: (1) Raise salaries of constitutional officers; (2) give counties right

to vote 10-mil road tax. Merchant Marine personnel may similarly vote absentee.

COLORADO.—Constitutional amendments or other proposals to be voted upon: (1) Abolition of numbers on ballots; (2) abolition of "jack pot" provision in old-age pension amendment. Ballots cast within the United States from personnel of the Society of Friends and United Service Organizations must be back by 3 November 1946 to be counted.

IDAHO.—Constitutional amendments to be voted upon: Three.

ILLINOIS.—Constitutional amendment or other proposal to be voted upon: Section 2 of article XIV of State constitution. Postcard form not acceptable for application for ballot from other than service personnel. Other absentee voters make application direct to county clerk of voter's county not before 7 October 1946. The ballot will not be mailed to these other absentee voters until 7 October 1946.

KANSAS.—Constitutional amendment to be voted upon: Proposed amendment relating to filling vacancies in legislature.

LOUISIANA.—Constitutional amendments will be voted upon.

MARYLAND.—Constitutional amendments or other proposals to be voted upon: (1) Amending appointments of judiciary and bond; (2) state's attorneys; (3) election and compensation of sheriffs; (4) powers to Baltimore Redevelopment Commission.

MICHIGAN.—Constitutional amendment to be voted upon: Limiting State control and participation to certain internal improvements.

MONTANA.—Constitutional amendment or other proposal to be voted upon: Referendum 50—\$2,000,000 bond issue for State insane hospital. Postcard form not acceptable as application for any absentee voters. They must make written application to their county clerks for an approved form of application for absent voter's ballot.

NEBRASKA.—Constitutional amendment will be voted upon. Members of Merchant Marine and civilians outside the United States officially attached to and serving with the armed forces may similarly vote.

NEW HAMPSHIRE.—Constitutional amendments or other proposals to be voted upon: (1) Local option (beer and liquor), (2) question on calling constitutional convention; (3) fiscal

agent question (applies to Coos County only).

NEW YORK.—Provisions exist for absentee voting by personnel of the Merchant Marine, American Red Cross, Society of Friends, and United Service Organizations.

OREGON.—Constitutional amendments or other proposals to be voted upon: (1) Changing order of succession to office of Governor in case of vacancy; (2) repealing prohibition against Chinese owning real estate or mining claims; (2) permitting bills in Legislature to be read by title only; (4) increasing number of State senators to 31; (5) bill authorizing annual State tax levy of 0.045 mils for 10 years for construction and equipment of armories; (6) bill creating rural school board for each county. State will not receive application before 6 September 1946.

TEXAS.—Constitutional amendments or other proposals to be voted upon: (1) Proposed by H. J. R. No. 5, Forty-ninth Legislature, authorizing appropriation by legislature of \$75,000 to John Tarleton Agricultural College to pay claims for the construction of a building on campus pursuant to deficiency authorization by the Governor of Texas on August 31, 1937; (2) proposed by H. J. R. No. 10, Forty-ninth Legislature, providing a retirement, disability, and death compensation fund for the appointive officers and employees of the State, limiting the amount contributed by the State to such fund, and providing that counties may, by a vote of its qualified voters, provide a similar fund; (3) proposed by H. J. R. No. 49, Forty-ninth Legislature, allocating all net revenues derived from the taxes, except gross production and ad valorem taxes, levied on motor fuels and lubricants, and motor vehicles registration fees, for the benefit of public roadways and for payment of certain specified road district bonds or warrants, with the exception that one-fourth of such net revenue from motor fuel tax shall be allocated to the available school fund; (4) proposed by H. J. R. No. 62, Forty-ninth Legislature, providing a veteran's land fund, to be administered by a veteran's land board, with the date of election thereon fixed as November 7, 1946 (2 days after the general election). A mandamus suit has been filed, claiming a clerical error in the date, and the date was meant to be November 5, 1946, and asking that the amendment be submitted on that date.

Service personnel and members of the Maritime Service or Merchant Marine are not required to pay poll tax and securing of exemption certificates not necessary. Members of Regular Establishment of the Army, Navy, or Marine Corps are barred from voting.

UTAH.—Constitutional amendments to be voted upon: Three.

WEST VIRGINIA.—Constitutional amendments to be voted upon: (1) Forestry and (2) educational system, State will receive application at any time except 10 days preceding an election.

WISCONSIN.—Constitutional amendments to be voted upon: (1) Auditing of State accounts and (2) transportation of school children. Members of Merchant Marine and members of American Red Cross, Society of Friends, and United Service Organizations who are outside the United States attached to and serving with the Army, Navy, or Merchant Marine may similarly vote. Ballot requests should be mailed to the voter's clerk of residence.

CHANGES IN ASSIGNMENTS

Rear Admiral Frederick A. Zeusler, from Thirteenth Coast Guard District to home pending retirement.

Capt. Carl E. Guisness, from Third Coast Guard District (temporary duty with Merchant Marine Hearing Unit) to Third Coast Guard District for duty as member of New York Retiring Board and other duties assigned.

Capt. Gordon W. MacLane, from Third Coast Guard District to Western Area, San Francisco, for duty as Western Inspector.

Capt. Herbert N. Perham, from Third Coast Guard District to home pending retirement.

Capt. George E. McCabe, from Headquarters to extended temporary duty with United States Army Forces, Pacific.

Capt. Charles W. Thomas, from Commander, North Atlantic Patrol to Third Coast Guard District for temporary duty.

Capt. Kenneth C. Cowart, designated Assistant Engineer-in-Chief.

Capt. Paul B. Cronk, from Commander, Twelfth Coast Guard District to *Bibb* as commanding officer.

Commander John R. Henthorn, from Coast Guard Air Station, Salem, Mass., to Ninth Coast Guard District for duty as Assistant Operations Officer on Staff.

Commander Clarence Herbert, from Ninth Coast Guard District to home pending retirement.

Commander James D. Craik, from Naval Forces in Europe to Coast Guard Repair Base, St. George, N. Y., as commanding officer.

Commander Edmund E. Fahey, from Air Force, Atlantic Fleet to Coast Guard Air Station, Elizabeth City as commanding officer.

Commander Earle G. Brooks, from Seventh Coast Guard District to *Owasco* as commanding officer.

Commander Wilbur C. Hogan, from First Coast Guard District to *McCullough* as commanding officer.

Commander Henry F. Stolfi, from *Iroquois* to *Escanaba*.

Commander Richard F. Rea, from *Iroquois* to Fifth Coast Guard District as District Personnel Officer.

Commander John R. Stewart, from Fifth Coast Guard District to *Winona* as commanding officer.

Commander Gordon P. McGowan, from Coast Guard Headquarters to Commander in Chief, Army Forces, Pacific.

Commander Henry S. Sharp (Academy), accepted appointment as professor (rank of lieutenant) with rank as such from May 15, 1935.

Commander Herman T. Diehl, from *Bibb* to Mayport training station as executive officer.

Commander James R. Hinnant, from *Spencer* to Seventh Coast Guard District as Personnel Officer.

Commander Theodore J. Harris, from Commander Western Area to Coast Guard Air Station, Salem, Mass., as commanding officer.

Commander John T. Stanley, orders to Headquarters amended. To Twelfth Coast Guard District for temporary duty pending assignment from Headquarters.

Commander George P. Kenny, (R) from Merchant Marine Inspection Office, Charleston, to Merchant Marine Inspection Office, Chicago, Ill.

Commander Petter P. Pettersson, (R) from Merchant Marine Inspection Office, Chicago, Ill., to Coast Guard Headquarters, office of Merchant Marine Safety.

Commander Arthur Joachims, (R) from Marine Inspection Office, Honolulu, to Marine Inspection Office, San Francisco.

Commander William C. Helbig, from Ninth Coast Guard District to home pending retirement.

Commander William F. Hawley, from Thirteenth Coast Guard District to *Spencer* as commanding officer.

Commander Willard J. Smith, from Coast Guard Headquarters to Coast Guard Air Station, Traverse City, Mich.

Commander Frank L. Lincoln, from First Coast Guard District to home pending retirement.

Commander Warren L. David, from *Escanaba* to *Iroquois*, as commanding officer.

Commander William H. Snyder, designated Liaison Officer on staff Commander, Air Forces, Atlantic Fleet, in addition to regularly assigned duties.

Lt. Comdr. William M. Olsen, from Third Coast Guard District to Marine Inspection Office, Baltimore, Md.

Lt. Comdr. John Culver, from Eighth Coast Guard District to home pending retirement.

Lt. Comdr. Mervin J. Archambeau, from Thirteenth Coast Guard District to home pending retirement.

Lt. Comdr. John Van Houveln, from Second Coast Guard District to office of Southern Inspector.

Lt. Comdr. Robert Waldron, from Ninth Coast Guard District to Brooklyn Air Station.

Lt. Comdr. Adrian F. Werner, from *Winona* to *Campbell* as executive officer.

Lt. Comdr. Justus P. White, from Twelfth Coast Guard District to Coast Guard Air Station, San Francisco, Calif.

Lt. Comdr. Leslie V. Barnett, orders to Commander, Western Area canceled. To remain at present station.

Lt. Comdr. Samuel G. Guill, from headquarters to extended temporary duty with United States Army Forces, Pacific.

Lt. Comdr. Carl S. Studley, from Seventeenth Coast Guard District to *Bittersweet* as commanding officer.

Lt. Comdr. Chester R. Bender, from Search and Rescue Agency to duty as Personal Aide to Commandant.

Lt. Comdr. James S. Schryver (R), from extended hospitalization and sick leave to Legal Division.

Lt. Comdr. Charles E. Leising, from Massachusetts Institute of Technology, Cambridge, Mass., to *Owasco* as engineering officer.

Lt. Comdr. James McIntosh, from *Owasco* to Coast Guard Headquarters in Merchant Marine Technical Division.

Lt. Comdr. Thomas F. Epley, from Seventh Coast Guard District to Coast Guard Repair Base, Charleston, S. C., for duty in Subcontrol Center.

Lt. Comdr. Jens B. Krestensen, from Coast Guard Group, Alameda, to Seventh Coast Guard District for duty as commanding officer on *Sweetgum*.

Lt. Comdr. Robert M. Munroe, additional duty under Third Coast Guard District as Public Information officer for Eastern Area.

Lt. Comdr. Frederick J. Statte, designated as Chief, Personnel Division, on staff of Commander, Second Coast Guard District.

Lt. Comdr. Martin J. Dean, from Merchant Marine Inspection, Nashville, Tenn., to Merchant Marine Inspection, Mobile, Ala.

Lt. Comdr. John H. Cleary, from Merchant Marine Inspection, Cleveland, Ohio, to Merchant Marine Inspection, Chicago, Ill.

Lt. Comdr. William J. Noonan, from Merchant Marine Inspection, Mobile, Ala., to Merchant Marine Inspection, Baltimore, Md.

Lt. Comdr. William M. Schweizer, from Third Coast Guard District to Fifth Coast Guard District for temporary duty in connection with Merchant Marine Inspection. Orders to New York amended.

Lt. Comdr. Toralv A. Berg, from Merchant Marine Inspection, Chicago, Ill., to Fifth Coast Guard District for duty in connection with Merchant Marine Inspection.

Lt. Comdr. Allen E. Holst, from *Hutchinson* to *Winnebago*.

Lt. Comdr. Raymond W. Blouin, from Boston, Mass., to Coast Guard Air Station, Salem, Mass.

Lt. Comdr. Harold W. Parker, from *Mesquite* to *Bibb* as executive officer.

Lt. Comdr. Ralph M. West, from *Bibb* to Coast Guard Headquarters for duty in Military Morale Division.

Lt. Comdr. Perry L. Stinson, designated Acting Greenland Representative, Commander, North Atlantic Patrol, on detachment of Captain Charles W. Thomas.

Lt. Comdr. Benjamin B. Sherry, from Twelfth Coast Guard District to the *Tancy*.

Lt. Comdr. Theodore F. Knoll, from Commander, North Atlantic Patrol to Third Coast Guard District for temporary duty under Merchant Marine Hearing Unit.

RETIREMENTS

Capt. Herbert N. Perham, 1 Sept. 1946.
 Capt. Frank E. Pollio, 1 Sept. 1946.
 Capt. Raymond V. Marron, 1 Sept. 1946.
 Capt. Carl H. Hilton, 1 Sept. 1946.
 Capt. George B. Gelly, 1 Sept. 1946.
 Capt. Henry Coyle, 1 Nov. 1946.
 Capt. Walter M. Troll, 1 Nov. 1946.
 Capt. Paul W. Collins, 1 Dec. 1946.
 Commander Frank J. Bennett, 1 Sept. 1946.
 Commander Stewart P. Mehlman, 1 Sept. 1946.
 Commander Martinus P. Jensen, 1 Sept. 1946.
 Lt. Comdr. Merl H. Dunbar, 1 Sept. 1946.
 Lt. Comdr. Ole Friis, 1 Sept. 1946.
 Lt. Comdr. William Gallagher, 1 Sept. 1946.
 Lt. Comdr. Frederick Kane, 1 Sept. 1946.
 Lt. Comdr. Ira L. Peck, 1 Sept. 1946.
 Lt. Comdr. John C. Smith, 1 Sept. 1946.
 Lt. Comdr. Herbert S. Harris, 1 Aug. 1946.
 Lt. Comdr. George A. Painter, 1 Aug. 1946.
 Lt. Comdr. Ole Eriksen, 1 Aug. 1946.
 Lt. Comdr. James Black, 1 Aug. 1946.
 Lt. Comdr. Robert E. Barber, 1 Aug. 1946.
 Lt. Comdr. Ellis F. Gradin, 1 Aug. 1946.
 Lt. Comdr. Oscar A. Johnson, 1 Aug. 1946.
 Lt. Comdr. Solomon Nedeau, 1 Sept. 1946.
 Lt. Comdr. William C. Dryden, 1 Sept. 1946.
 Lt. Comdr. Berger Benson, 1 Sept. 1946.

Lt. Comdr. Arthur Anderson, 1 Sept. 1946.
 Lt. Comdr. Ernest Pointer, 1 Sept. 1946.
 Lt. Comdr. William R. Kenly, 1 Sept. 1946.
 Lt. Comdr. Paul T. Forner, 1 Sept. 1946.
 Lt. Comdr. William U. Fulcher, 1 Sept. 1946.
 Lt. Comdr. Sam P. Frisbee, 1 Sept. 1946.
 Lt. Comdr. George C. Meyer, 1 Sept. 1946.
 Lt. Comdr. Olaf C. Olsen, 1 Sept. 1946.
 Lt. Comdr. Marius Peterson, 1 Sept. 1946.
 Lt. Comdr. Daniel Shea, 1 Sept. 1946.
 Lt. Comdr. William E. Streichert, 1 Sept. 1946.
 Lt. Comdr. Harold H. Wheeler, 1 Oct. 1946.
 Lt. Comdr. Edgar F. Sanborn, 1 Oct. 1946.
 Lt. Comdr. Alvin H. Wright, 1 Oct. 1946.
 Lt. Comdr. Joseph D. Harrington, 1 Oct. 1946.
 Lt. Comdr. Walter A. O'Rourke, 1 Oct. 1946.
 Lt. Comdr. Thornton A. Sullivan, 1 Sept. 1946.
 Lt. Comdr. Constantine Gramer, 1 Sept. 1946.

DEATHS

Rear Admiral Wales A. Benham, USCG (Ret.) died September 12, and was buried in Arlington National Cemetery.
 Capt. John P. Murray, Jr., USCG (Ret.) died on September 15, at San Francisco, Calif.

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